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Volume CCLIV No. 3302 LONDON, September 14, 1963

THE SPHERE

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Mr George Woodcock (left), General Secretary of the TUC, and Mr Ted Hill (right), leader of the Boilermakers, arrive at the Dome in Brighton for the Trades Union Congress. The differences between them on wage restraint and participation in NEDC were aired in the debate on economic policy. At the end, Congress appeared to support both of them, voting for motions in favour of wage restraint and against it. Underlying the discussions was the basic issue of centralism in TU policies versus traditional individual autonomy. Mr Woodcock is regarded as the chief advocate of centralism

BRIGHTON — YES AND NO

NEWS SUMMARY

Money problems at the United Nations; China's 40,000-word indictment of Russia

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INTERNATIONAL

The 18th regular session of the United Nations General Assembly opens on September 17 in New York. Money problems will be among the most important items on the agenda. In a note on the preparation of the Budget Estimates the Secretary-General says careful thought had been given to the "extreme difficulty" of the financial position of the Organisation in the immediate future.

COMMUNISM

A lengthy list of China's accusations against the Soviet Union—running to 40,000 words in English translation—was issued in Pekin towards the end of last week. Besides denunciations of Mr Khrushchev personally and charges that Russians had tried to suborn Chinese to turn against Mao Tse-tung, the document shows there is another aspect of the Sino-Soviet quarrel as well as the ideological dispute. Allegations are made that the Russians are luring Chinese citizens in Sinkiang Province over the border and refusing to allow them to return. Recent reports from Moscow speak of large numbers of refugees crossing the frontier of their own free will to escape from appalling living conditions. Most of them are said to be Kazakhs, a Muslim people who live on both sides of the frontier. The demarcation of the frontier is a matter of dispute between Russia and China.

GREAT BRITAIN

Lord Denning's Report on the Profumo Affair was expected to be in the hands of the Prime Minister this week. Both he and Mr Harold Wilson have been anxious that the report is published as soon as possible. It was thought that the House of Lords, or possibly the Commons, might be recalled for an emergency session next month to pass a motion extending unqualified privilege to the Report.

The four-day Liberal Assembly opened in Brighton on Wednesday. One major debate was to be concerned with the modernisation of administration in Britain, including the reform of local government on a regional basis.

At a rally, starting the Labour Party's pre-election campaign in Scotland, Mr Harold Wilson revealed that Labour was working on plans for a "University of the Air" and nationally organised correspondence courses. He said that such a state-aided programme might go out on the fourth television channel.

Herr Brandt, chief Burgomaster of Berlin, is to speak with Mr Harold Wilson at a public demonstration in Scarborough on September 29, the eve of the Labour Party Conference. It was taken that this indicated a strong attempt to heal up the differences between the German and British Socialists on the question of the two Germanys.

UNITED STATES

The opening of the new school year saw more desegregation demonstrations and riots. Only two states are still trying to educate negro and white children separately, Alabama and Mississippi. In Alabama, Governor Wallace closed schools temporarily which had agreed to admit negro children for the first time. His action was in defiance of court orders and led to riots in Birmingham, Alabama, which has been the scene of continuing violence this year.

Mgr. Ngo Din-Thuc, the Archbishop of Hué, stresses a point on his arrival in Rome from South Vietnam

NIGERIA

Chief Enahoro, deputy leader of Nigeria's parliamentary opposition, was last week found guilty in the Lagos High Court on three counts: treasonable felony, conspiracy to commit a felony and contravening the Firearms Act. He was sentenced to 15 years' imprisonment. After the trial Chief Enahoro was taken back to Kirikiri prison where he has been since his deportation from Britain in May. His defence lawyer, Mr Abraham Adesanya, said that an appeal would be lodged before the end of the 30-day limit.

BECHUANALAND

Arthur Goldreich and Harold Wolpe, the refugees from South Africa, were flown out of Bechuanaland on Sunday. They were reported to have gone to Elisabethville, in the Congo.

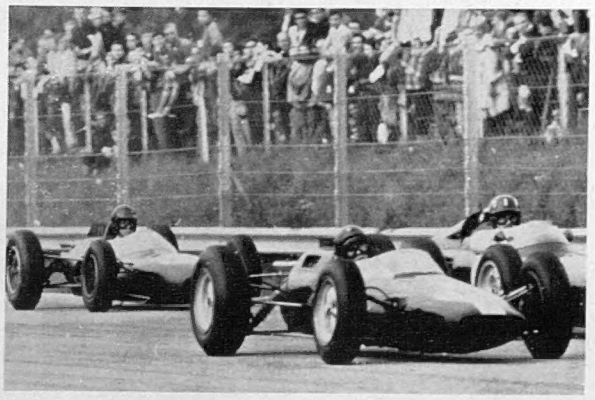
Dr Verwoerd, the South African Prime Minister, denied in a statement issued in Pretoria, the offer he was reported to have made to annex the British Protectorates of Bechuanaland, Swaziland and Basutoland. He said that his "well-meant proposal" on how to develop the territories had been distorted. In his address to the annual congress of the Transvaal branch of his Nationalist Party earlier last week he had said that the economic future of the territories depended on South Africa. If South Africa were to become their guardian they would be led to independence and prosperity far more quickly than under British rule. South Africa had no territorial ambitions in the protectorates; they would be treated as the Transkei was being treated.

SOUTH-EAST ASIA

Last Monday, with only another week to go before inauguration day, political storms were still blowing over the proposed Federation of Malaysia. There were even suggestions in some quarters that the project might have to be dropped.

From South Vietnam, Archbishop Ngo Din-Thuc, the President's brother, flew to Rome last week to give the Pope a report on the religious conflict between the Roman Catholics and the Buddhists.

THE NEWS IN PICTURES



Jim Clark—world champion
In the Italian Grand Prix at Monza, Jim Clark's Lotus is side by side with Graham Hill's BRM. Following is Dan Gurney in his Brabham. By winning the race, after his nearest rivals, Hill and John Surtees, had dropped out with mechanical trouble, Jim Clark, the 27-year-old Scottish sheep farmer, amassed an unassailable 51 points in the world drivers' championship

Champion piper at Braemar
At the Royal Highland Gathering at Braemar in Aberdeenshire the Queen presents the award for champion piper to Pipe-Major Morrison, Aberdeen City Police Pipe Band

Translated to Westminster
Dr John Heenan, the Roman Catholic Archbishop of Liverpool, aged 58, was appointed last weekend as the new Archbishop of Westminster, in succession to the late Cardinal Godfrey

Russian ship rams Turkish house
The bows of the Russian freighter *Archangelsk* are firmly impaled in a house on the shore of the Bosporus in Turkey. It ran aground in thick fog last week. The captain refused to sign a contract of salvage. Later the Russian freighter was impounded

THE NEWS IN PICTURES

Anglo-Japanese shooting party

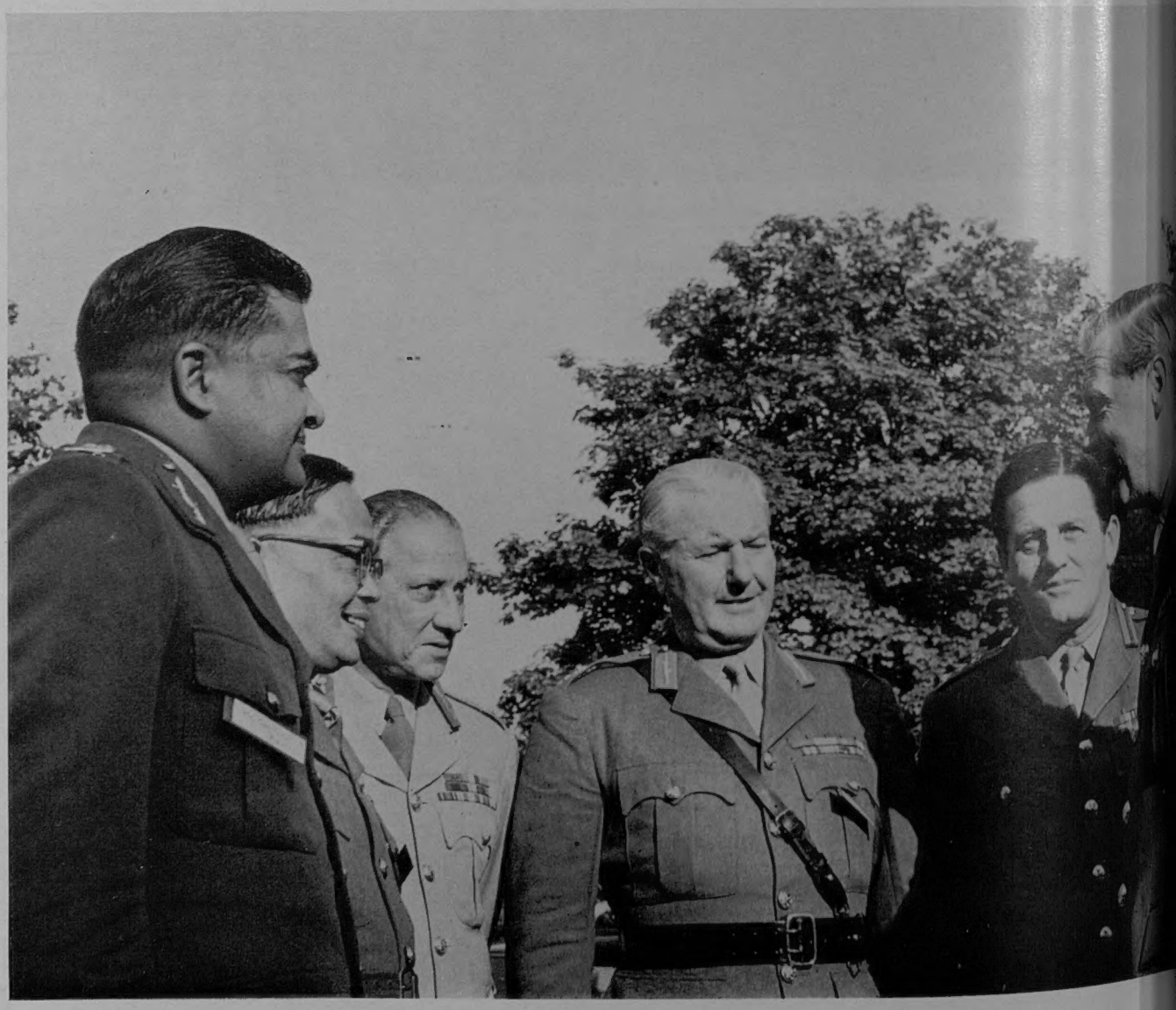
Mr Masayoshi Ohira, the Japanese Foreign Minister (left), with Lord Home, the British Foreign Secretary, and his host at Castlemains in Scotland. On the right is Mr Katsumi Ohno, the Japanese Ambassador to Britain. Mr Ohira had been in Britain for a three day visit, for talks with the Foreign Secretary and the President of the Board of Trade

Back to the footplate

Sir Roy Welensky at the controls of the engine is the big attraction at the Diamond Jubilee of the opening of the Gwelo-Seluke line in Southern Rhodesia. The Federal Prime Minister, who was once a railway worker, drove the old locomotive for almost the entire journey. He was reported as saying it was the longest distance over which he had driven an engine since he left the railway service 17 years ago

Defence of the Commonwealth

At the Chief of the Imperial General Staff's conference at the Staff College at Camberley, Surrey, are, from the left: Maj.-General Rikhye, Military Adviser to the Secretary-General of the U.N.; Maj.-General Tunku Osman, Chief of Staff, Malaya; Lieut.-General Sen, G.O.C.-in-C., Indian Southern Army; Maj.-General Welby-Everard, G.O.C., Royal Nigerian Army; Brigadier Crook, C.O.S., Jamaican Defence Force, and General Sir Richard Hull, C.I.G.S.



THE NEWS IN PICTURES

No more . . .

After the smoke had cleared, Swissair officials search the 30 ft. wide crater made by the Caravelle airliner that crashed in flames at Dürrenläsch, near Zurich, killing its 74 passengers and crew of six. The wreckage was scattered over an area of several miles. A barn and nearby farmhouse were set on fire. The Caravelle was on a scheduled flight from Zurich to Geneva and Rome. It had been in the air for only ten minutes when the pilot gave the May-Day emergency signal. "No more . . ." were the last confused words heard by the airport control tower. The crash terminated Swissair's record of 32 years without a major disaster

JOHN CONNELL

THE U.N. IN THE MIDDLE EAST

368 Seven years ago a steadily increasing number of armed incursions across Israel's borders by infiltrators, known as *fedayin*, and the Egyptians' numerous and formidable preparations for a major offensive, had made it obvious to the then Government of Israel that—since they could get no consistent line of policy out of the United Nations—they must take such steps of their own as were open to them to preserve their country's security. The result was the brief, brilliantly planned and organised, and impressively successful operation known as the Sinai campaign, or the Four Days' War.

Few in Israel believe that it would be possible now to repeat this enterprise. But there have been disquieting indications this summer that there might develop once again the kind of Arab threat against Israel which provoked the Sinai reaction. For the time being this particular danger—in an acute form—has been averted, by politico-diplomatic, and not by military, action on Israel's part.

The new Prime Minister of Israel, Mr Levi Eshkol, has brought a fresh mind to bear on the whole issue. The latest instalment in the apparently endless serial story of minor Arab aggression across Israel's frontiers, as defined by the 1949 Armistice agreements is instructive. Israel decided to raise Syria's recent behaviour in the Huleh and Lake Tiberias region in the Security Council; and this very proper diplomatic step was preceded by a clear warning by Mr Eshkol that "if, in spite of our efforts in the United Nations and other international bodies, peace is not restored along the Syrian border, Israel will see herself entitled and compelled to take any means necessary for her self-defence in accordance with the Charter of the United Nations."

When the Security Council met in the last week in August, it had before it a list, submitted by Israel, of 98 incidents between December, 1962, and August 20, 1963, in which Syrian positions had opened fire into Israel territory; and General Odd Bull, the Norwegian head of the U.N. Truce Supervision Organisation on the Israel-Arab borders, presented his own scrupulously objective report. This included a description of the recent discovery, by U.N. investigators, of the bodies of two murdered Israelis and the tracks of their killers leading from Syrian territory. General Bull went on to recommend that his observers be given complete freedom of movement, especially in the demilitarised zone, to study border clashes; that mobile U.N. observation posts be set up to deter incidents in future; that there should be an exchange of prisoners; that regular meetings of the Syria-Israel mixed armistice commission be resumed; and that the two sides should co-operate in carrying out a survey of the armistice demarcation line. From Israel's point of view these are all reasonable recommendations, provided that the Syrians straightforwardly and sincerely try to implement them. But it is the persistent rejection, on the Arab side, of any and every normal international obligation, so far as Israel is concerned, which is and always has been so frustrating.

What was, however, particularly interesting about the Security Council's meeting was the reaction of the American and British representatives. After years in which the great Powers have assiduously pretended to be "impartial" by blaming the victim of aggression rather more severely than the aggressors, it was refreshing to read Mr Adlai Stevenson's forthright denunciation of Syrian behaviour. The murder in cold blood of two innocent farmers, he said, was not only distressing, it was a reprehensible act which, following as it did the abduction of three Israeli citizens, demanded the strongest condemnation. Syrian counter-complaints against Israel, he pointed out, had not been corroborated by U.N. investigations.

Mr R. W. Jackling, the British representative, trod only slightly more delicately. As one who was trained as a solicitor, he remarked that the evidence in support of Israel's complaint was solid stuff, which established "beyond the doubt of a reasonable man" that the attack had been carried out by armed and trained men coming from the direction of the river Jordan; and Syria's counter-complaints he thought exaggerated.

Though in the end the Security Council was frustrated by the Soviet veto, exercised for the 101st time in the history of the U.N., the effect of this Anglo-American attitude remains beneficial. But the course of the discussion serves to emphasise the increasing feebleness of the United Nations over Middle Eastern matters. Because Arabs are involved in conflict with other Arabs, the United Nations' lack of firmness and fidelity over the Egyptians' colonialist expedition in the Yemen has aroused a good deal more indignant comment than the familiar Arab-Israel conflict; but it is in fact neither more nor less scandalous. Despite the fact that it has precipitated the resignation of his appointment by General Carl von Horn, the Swedish officer in command of the U.N. observation mission in the Yemen, there have been frantic efforts to whitewash the whole deplorable state of affairs, and to play down its implications and consequences.

President Nasser promised President Kennedy months ago that he would cease his intervention in the Yemen's civil war; but, according to reports, the Egyptian expeditionary force in that country, which at its peak was estimated at 28,000 men, still numbers about 20,000, and relies heavily on Russian air support, both in its bombing operations in the mountainous interior and in its communications with Cairo. To cope with this fairly large-scale offensive and with the support alleged to be given to the Imam by the Saudi Arabians, in his fight against the Republicans and their Egyptian backers, U Thant despatched, with Security Council authorisation, a little force of 200 U.N. observers—Canadians and Yugoslavs—under General von Horn.

A most reliable British diplomatic correspondent has declared that the General preceded his resignation (for personal reasons, it was stated officially) by a "blistering" personal telegram to U Thant, attacking the confused and contradictory mandate he had been given, and criticising the inadequate equipment and the harsh conditions imposed on his team. Before these words appear in print U Thant ought to have reported on the mission's failure or success to the Security Council. Though he can only report failure, it was believed last week that he would recommend continuing the operation, on its present scale and at its present rate of cost (but no more), for another two months.

There is a dismally pessimistic atmosphere about many aspects of U.N. work at present. I have never been one of those who have clamoured for British withdrawal from it; but it now seems to be increasingly hampered by a moral irresolution in the higher levels of the secretariat, by a sheer lack of funds caused by the flagrant defaulting in their obligations by a great many member-nations, and by the growing intransigence and irresponsibility of nearly all the Afro-Asians. I am beginning to agree with Mr Levi Eshkol that if the U.N. cannot and will not fulfil its responsibilities, individual nations will have to rely more and more on their own resources and the consequent fragmentation is not a pleasant prospect.

Dr Al-Tarazi, of Syria, speaks at the Security Council meeting on border incidents between Syria and Israel

Morris dancers perform in the precincts of Canterbury Cathedral during the traditional celebrations of the Hop Festival. September is the usual month for picking hops, one of the first stages in brewing bitter beer

IN PRAISE OF HOPS

A LONDON NEWSLETTER

13-15 John Adam Street, London, WC2

370 **Tenancy for life or pro tem**

Sir Eric Ashby, the President, addressing the British Association put forward an uncomfortable idea—that the day was coming (and overdue) when academic degrees and qualifications would cease to be tenancies for life and would become seven-year leases with a renewal clause . . . *on terms*. Time was when a degree in the humanities or in science or a call to the Bar helped a man to a job, that is to say put his foot on the first rung of the ladder of learning his job, while earning. Thereafter, if he were not found out, he climbed the rungs as respectably high as his ability allowed. But now "earning while you learn" is not enough. Competition is too fierce and knowledge and techniques develop too swiftly; a qualification of 1957 must be assumed in 1963 to be a hollow thing unless proofs are supplied that it has constantly been buttressed with new know-how. A degree must be placed in the category of 1957 cars. It must be tested and passed for roadworthiness. I am afraid there is some truth and justice in the notion, not least as regards scientific qualifications. Certain it is that many a man who graduated with a respectable Second Class in History or Law a decade or more ago would feel embarrassed if he were today faced with the history paper set to sixth formers at schools of all sorts or were invited to preside over his local Bench in the absence on holiday of his clerk. There is a case for seven-year term degrees, as there is a case for seven-year-old car-tests. It all depends of course on how the car has been treated and on how the degree has been exploited. Too many cars are flogged to death; too many degrees laid up in lavender.

Vicious circle

Nottingham, a city which on a Saturday night can show many proofs of the affluence of an "affluent society," has been the setting for a symposium on the sociology of crime by the Howard League. One argument developed at the meeting suggested that in less than a quarter of a century our affluent society has run in a vicious circle. If "blood will have blood," affluence demands more and more affluence, as of right. Was it only 25 years ago that people were "content with small mercies"? And what do we mean by "people"? Certainly criminal tendencies are not diminished by an "affluent society," and it may be true that "some of the things which are conducive to law-breaking are encouraged," as Doctor John Mays has said. When "they" see "people" enjoying a better standard of living than "they" do, they ask why "they" should not have it, and that leads to snatch and grab as the quick way to get it. Yet I suppose the huge majority of our teeming population still shows restraint, is still old-fashioned enough to be thankful for small mercies and to respect the laws of the land. They aren't in the headlines, for good news is not news. But the small minority which provides the headlines is quite large enough to suggest a criminal majority, to suggest that for the whole nation "the objective goals put before western civilisation are geared towards making money and accumulating consumer goods." Public service, self-discipline, the good life, are—out. How to break the vicious circle? *Vestigia nulla retrorsum*. "Our society must rediscover a set of moral principles to which the vast majority is prepared to adhere." How and when will that only available solution be achieved?

The game's the thing

Goodbye cricket, goodbye, goodbye! The football fans now will have it all their own way till May is in. There was only one *poetically* just ending to this glorious Test series which has re-established the old game as show business No. 1 favourite, and confirmed it as the best ever invented. Every impartial sportsman, if such there be, must have prayed for a victory at the Oval for England and a tie for the series. *Dis aliter visum*—and unquestionably the best side won. It's the spirit and not the statistics that count. These thrilling games all were played in the spirit distilled by those old boys who founded *I. Zingari* in 1845 and offered it as a sample of perfection on Canterbury's cricket ground. It was not ever thus in Test Matches when statistics began to outshine the spirit, and records became more important than risks. Now once again ball and bat have fought on equal terms, and ponderous multiple centuries by individual stars were ruled out. Today Test Matches, which had very nearly murdered the game, have suddenly revived the corpse with a strong dose of the original spirit. Let us remember the Test series of 1963 with gratitude and hope that the revival has come to stay.

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Above: The semi-state coach of the Lord Mayor of London is loaded on to an RAF Beverley Transport for the flight to Zurich. It was one of three coaches sent to Switzerland to take part in the Lord Mayor's procession in Zurich. This was a principal feature of the British Week and Trade Fair organised by the Federation of British Industries. Sir Ralph Perring, the Lord Mayor, and Lady Perring went to Switzerland after their return from Canada

Above left: During their tour of Canada Sir Ralph and Lady Perring stayed at the Banff Springs Hotel in the Canadian Rockies, the mile-high Canadian Pacific resort, where they heard Pipe-Major Gordon Webb of Vancouver, British Columbia, playing bag pipes reputed to be over 200 years old. The Lord Mayor was on his way from Toronto

Right: At Sizewell, in Suffolk, a diver takes part in the construction, some 700 ft off-shore, of the cooling water system for the world's first 580 mw nuclear power station. The power station is being constructed for the C.E.G.B. by the English Electric, Babcock and Wilcox, Taylor Woodrow consortium

The Moon: why not leave it alone?

Scientists in California are building a cannon which in due course they hope to land on the Moon from a spacecraft. This cannon will then be fired across the Moon's surface and, if all goes as planned, it will set up an eruption which may provide information about the Moon's composition. These scientists feel it essential to " create some disturbance " on the Moon in order to secure data for the right planning of landing gear for lunanauts. It seems to me that their experiments with this cannon in the Mohave desert should be halted. An injunction should be sought from the Vacation judge to arrest further development of the project until there has been time to canvass global opinion on the wisdom of the experiment. The scientists, though active and vocal, are few; the populations of the Earth, though dumb and apathetic, are many. Uncountable millions of us in our ignorance, while we no longer believe that the earth is flat still believe that the Moon has some influence over our weather and possibly over our mental health; and we do not see why a bunch of scientists should, for their own amusement or notoriety, risk a further deterioration in our weather or our sanity. The Moon is not *their* satellite to fool about with as they please; and they have no valid, global mandate to exploit the larger lunacy.

The Denning report

The Denning report may be published soon. I must confess to a strong curiosity to read it, and I hope that the blue pencil of the Official Bowdler will not slash it too massively. For an investigation of such deadly seriousness, it has appeared to have been conducted with great informality and humanity, no less than with meticulous care. If, as a result of the industry and patience of the reporters and of the willingness to please of the " little ladies " who helped Lord Denning with his inquiries, we have been given the impression of a vicarage tea-party atmosphere during the investigation, it will no doubt be dissipated by the pith, relevance and seriousness of the findings on the vital issue of security; and since the blue pencil will, we hope, hover only over matters concerned with security, there should be plenty of less serious and interesting matter to satisfy the curious. *The Old Stager*

KRAMER'S NEW MAD WORLD

It's a Mad, Mad, Mad, Mad, World was produced to be the screen comedy to end all comedies. After three and a half years of preparation, it will have its world premiere showing at the new Hollywood Cinerama Center theatre on November 7 and be seen at the Coliseum in London at a charity premiere to be attended by the Queen on December 2. Judging from the regiment of comedians in the cast, the aisles should be widened for the audience to roll in. This is the first comedy to be produced by Stanley Kramer, the serious-minded master of highly dramatic films like the tense, heroic *High Noon* and *Inherit the Wind*. The mad world in Ultra-Panavision and Technicolor began with a ten-page idea penned by William Rose, author of *Genevieve*, and grew as "Something a Little Less Serious." "It's a Mad World" was soon suggested as the right title. Rose bid for two "mads," Kramer doubled him and so the film got its title. Someone proposed a fifth mad, but this was sanely declined as redundant. Kramer produced the film on locations ranging from the Colorado desert to San Diego. It was hot work. The slapstick script called for a phalanx of 33 stunt men who risked their necks jumping over cliffs, through glass windows, off fire-escapes, ladders, palm trees. The special effects men also had a hey-day in this production. There is no major sequence in which mechanics, ballistics, hydraulics, some applied science, do not contribute to the side-splitting. One of the most important things about the film is that Kramer was able to employ a new Cinerama technique whereby the film is neatly projected onto the three-panel screens via a single lens. *It's a Mad, Mad, Mad, Mad, World* becomes the first ever comedy in Cinerama using this device.

Above: A stunt man parts company with Terry-Thomas, who plays an English Yankee-phobe

Right: Three of the comics in a desert wrangle: Jimmy Durante, Mickey Rooney and Milton Berle, the pill-nibbling president of an edible-seaweed company

Far right: Edie Adams, playing the wife of a squeamish dentist, quenches a fire in the basement of a paint shop

Above: Some of the cast from left to right: Dorothy Provine, Milton Berle, Ethel Merman, Phil Silvers, Jonathan Winters, Mickey Rooney, Dick Shawn, Terry-Thomas, Buddy Hackett, Edie Adams and Sid Caesar

Left: Spencer Tracy as Capt. C. G. Culpeper, the true blue but fading chief of police

Far left: Phil Silvers playing an out-of-work piano player has more than one hilarious moment in the film. He is pictured with Buster Keaton

MULTIRACIAL COMMUNITY

By **Sir David Watherston**, *formerly Chief Secretary, Federation of Malaya*

The new Federation of Malaysia which comes into being on September 16th will have a population of about 11½ million but, although this is small by Asian standards, it will have an importance quite out of proportion to its size. It occupies a commanding position in South-East Asia both strategically and economically, not only in relation to the countries in the region, but on an inter-continental scale. Singapore is the fifth largest port in the world and owes her prosperity to her vast entrepôt trade. The standard of living of the countries in the new Federation is higher than in any of the other countries in South or South-East Asia.

The four territories in the new Federation —Malaya, the State of Singapore, and the two Colonies of Sarawak and North Borneo (the last to be called Sabah)—each have their own quite different and distinct individualities. The inspiration for the scheme has come from Tunku Abdul Rahman, the Prime Minister of Malaya, the largest of the four and itself a Federation of 11 States. Two of these States are the former British settlements of Penang—often said to be the beauty spot of the East—and Malacca, originally a Malay Sultanate but with memories of the Portuguese and the Dutch before it passed to the British by treaty in 1823. The other nine States were under British protection until the country achieved independence in 1957, but were never British territory, and owe allegiance to their own hereditary Malay Rulers who elect one of their number to be the Yang-di-Pertuan Agong (or King) of Malaya for a period of five years. The same practice will be continued and the elected Ruler will become Head of the Federation of Malaysia. The States of Singapore, Sarawak and North Borneo will each have their own Heads of State appointed by the Yang-di-Pertuan Agong after consultation with the elected Chief Minister of each State. The Queen will be recognised over the whole area as Head of the Commonwealth.

Malaya: Federal lynchpin

Malaya's wealth lies in its rubber and tin. When the first treaties were made by Britain with the Malay States in the 1870's, the tin deposits—the richest in the world—were being discovered and worked mainly by Chinese. But it was the explosive development of the rubber industry in the first 30 years of this century that enabled road and rail communications and social services to be built up at a rapid rate and laid the foundations of the country's prosperity today. It led, too, to a demand for labour greatly in excess of the local supply. Chinese and Indian immigration took place on a large scale and Chinese now form as much as 38 per cent. of Malaya's population. Although the immigrants have become settled communities—further immigration is prohibited—there is no inter-marriage with Malays largely for the reason that the Malays are all Muslims and Islam is a way of life.

Although recovery from the Japanese occupation during the war was remarkably rapid, resources which could have been used for development had to be diverted to deal with the Communist terrorist "emergency." This started in 1948, was brought under effective control by General (now Field-Marshal) Sir Gerald Templer in 1952-4, but was not finally overcome until after independence in 1957. The organisation at Federal, State and District level which was devised for operations against the terrorists has been taken over intact and adapted for the massive Rural Development programme directed by Tun Abdul Razak, the Deputy Prime Minister. This has converted large areas of jungle in every State in Malaya into agricultural settlements equipped with roads, schools, health centres, and electricity and water supplies. Promises of parallel development after Malaysia comes into being have been made by the Government of Malaya to Sarawak and North Borneo.

Singapore: Commerce and the Common Market

The city, port and military base of Singapore is joined to Malaya by the mile-long causeway at Johore Bahru. In 1819 it was no more than a jungle-clad island sparsely inhabited by Malay fishermen. Now it has a population of over 1¼ million, of which over a million are Chinese. The birth rate, like those of all the territories in the new Federation, is as high as anywhere in the world. The general picture in them all is that 50 per cent. of the population is under the age of 17 or 18 and in some cases even less. This presents many problems—education, housing and employment.

With its great preponderance of Chinese, it is not surprising that Singapore should contain a strong Communist element favourable to the Pekin regime. The Prime Minister, Lee Kuan Yew, was, however, successful last year in getting an affirmative answer to a referendum on the subject of joining a Federation of Malaysia. He recognises how vital it is to Singapore's economy and employment figures to avoid policies which would drive trade and foreign capital elsewhere or lead to the withdrawal of the British bases. At the same time, if his party is to win the next election, he must be able to convince the Chinese electorate that he is not a Colonial "stooge" but a staunch supporter of their interests against those of foreigners. He must see, in Malaysia, a real hope of preventing a steady trend towards a Communist State in Singapore, but he has been a tough negotiator over finance and would not accept immediate and complete control of Singapore's revenues by a Federal Government in Kuala Lumpur. Important subjects such as education, health and labour are being retained under the control of the State Legislative Assembly. Another matter of the closest concern to Singapore is the proposal to form a common market throughout the new Federation. The entrepôt trade which is Singapore's life-blood has thrived for the past 100 years and more on her status as a free port and means must be found to see that this is not lost. (*Continued on page 377*)

Above: His Majesty Tuanku Syed Putra, Yang-di-Pertuan Agong or Supreme Head of State of Malaya. He will become the Head of State of the Federation of Malaysia

Top far left: Mr Duncan Sandys, Commonwealth Relations Secretary, leaves London for the talks which finally fixed the date for the inauguration of the new multiracial community

Top: Tunku Abdul Rahman, Prime Minister of Malaya since 1957, is to be Prime Minister of Malaysia

Far left: Malaya, the largest of the four units of Malaysia, is in itself a federation of 11 states

Left: The four components of Malaysia are Malaya, Singapore, Sarawak and North Borneo (which is now to be known as Sabah)

Above left: Raffles Place in the centre of the business area of Singapore. The city depends on its export trade

Left: Mr Lee Kuan Yew, the Prime Minister of Singapore

Top: A part of the harbour of Singapore. Britain will continue to maintain bases for Malaysian defence in Singapore

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Sarawak and North Borneo: promise of development

Both Sarawak and North Borneo have developed less rapidly than Malaya and Singapore. Sarawak has a population of only 750,000 and North Borneo of fewer than 500,000. In both cases Chinese form the second largest community, but they may outstrip the largest of the indigenous peoples —the Dayaks in Sarawak and the Dusuns in North Borneo—within a few years.

Sarawak is popularly known as the land of the head-hunters, and also as the land of the White Rajahs. It does in fact owe a great deal to the Brookes, whose paternalistic rule lasted just over 100 years until the end of the last war. During this time head-hunting was gradually suppressed and the country became increasingly prosperous. Its economy is agricultural—rubber, timber, pepper and sago —all grown by smallholders, as it was the policy of the Rajahs to exclude foreign capital.

In North Borneo, administration by a Chartered Company was replaced by direct Colonial rule only in 1946. The chief towns suffered severely from air attack and bombardment during the war, but this has provided an opportunity for replanning on imaginative modern lines. The economy—particularly the timber trade—is expanding at a remarkable rate and a development programme is opening up fertile new areas.

Largely owing to lack of secondary and higher education before the war, there are as yet far too few men available from among the local races in either territory to assume responsible posts in Government service or to take a leading part in political life. This means that the retention for a number of years of the great bulk of the British staffs is essential.

Federation prospects

The new Federation is bound to have some growing pains. The danger of friction between the many races that make up the population may be greater in theory than in practice. It is encouraging that for many years there has been little or no serious racial trouble either in Malaya or in the Borneo territories. But there always remains the feeling among large sections of the indigenous races that the Chinese, even those locally born and domiciled, are aliens. This, combined with a growing jealousy of the relative economic prosperity of the Chinese, could lead to unrest.

On the purely administrative side it has to be remembered that Jesselton, capital of North Borneo, is 1,000 miles from Kuala Lumpur and has problems which differ in many respects from the problems in Malaya. For this reason, it is a wise provision in the new Federal constitution (*Continued on page 378*)

In Singapore games are in progress at the Tanjong Katong Girls' School which has modern and up-to-date buildings. Education is one of the subjects being retained under the control of the State Legislative Assembly when Singapore becomes part of Malaysia. Others locally controlled include health and labour

Gaily dressed girls in their shady coolie hats are engaged on roadwork in Kuala Lumpur, the capital city of Malaya which is to become the capital of the Malaysian Federation. The domed building on the right is the railway station. The first treaties between Britain and the Malay States were made in the 1870's

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Top: In a pineapple factory, one of the new industries in Malaya. **Above:** Girls in a Malayan rubber plantation

(*Continued from page 377*) to provide a greater measure of local autonomy to the two Borneo territories than to the States in the present Federation of Malaya.

The future progress of Malaysia will inevitably be influenced by events and policies outside the Federation in the countries of the Far East and notably in China. Indeed her inauguration has been delayed by the insistence of Indonesia and the Philippines on an impartial assessment of the views of the people of Sarawak and North Borneo on the subject of Federation with Malaya and Singapore. The "cold" war is still very much of a reality in South-East Asia and, under Tunku Abdul Rahman, Malaysia's weight will be thrown firmly into the anti-Communist scales. At the London conference which he attended in July, it was agreed that the Defence Agreement made between Great Britain and Malaya six years ago should apply to the wider Federation in future. This will permit Britain to maintain bases in Singapore and elsewhere and to make such use of them as may be considered "necessary for the purpose of assisting in the defence of Malaysia and for Commonwealth defence and for the preservation of peace in South-East Asia."

The splendid progress made in Malaya since independence in 1957 encourages the hope that Malaysia will have an equally smooth period in which to settle down under her new system of government and to create a unity of purpose among the several parts of the new Federation. If she can be left free from outside interference for a few years, she should prove herself a strong and stable influence in South-East Asia with a prosperous future ahead, and an important asset to the Commonwealth.

Above: Mr Donald Stephens (left), Chief Minister of Sabah (North Borneo) and Mr Stephen Ningkan, Chief Minister of Sarawak. Both have been leading influences in the creation of Malaysia

Top left: Tribesmen in Sarawak. The economy of this land has always been agricultural

Top: A log pool of a timber company in Sabah (North Borneo). The timber trade is expanding at a remarkable rate

Left: A giant floating dredge is part of the equipment at a tin mine in Malaya. The tin deposits—the richest in the world—were found nearly 100 years ago

BUTTERFLOWN SEPTEMBER

380 September is the month of shadows. Which is another way of saying that the weather during September is usually fine: you cannot have shadows without sunshine. A cheering thought after one of the darkest summers I can remember.

But in a special way September is no longer what it used to be: no longer what it was when I was a boy, when I was a young man, no longer what it was even five years ago. For me September is the month of the garden, of flowers, of dew, of sunshine and shadows. It is still all those things. But once it was also the month of butterflies: and that it is no longer, and has not been for some years now.

The flower gardens of September were once the chosen resort of many of our largest and most beautiful butterflies. For this there were, I think, two reasons. They came to the gardens because there is a comparative absence of blossom in the countryside after the harvest and because, in these weeks of early autumn, almost every garden attains its greatest floral richness. If that was true twenty, even ten, years ago, it is even more true today. The beds of wild flowers—the sweet marjoram of the hillsides and the downs, the purple scabious, the hemp agrimony by the river—are scarcer than they used to be. On the other hand, there are more gardens, many more and richer in floral life and colour. Not even in the riot of midsummer is the colour of English gardens so vivid as in these days of harvest, when most of the tallest and stateliest of garden flowers are in bloom. The colour is deeper, stronger, than in June. England now should be a paradise for butterflies. And it would be, but for the side effects of applied chemistry.

It used to be said that a hard winter meant a good insect summer. Well, we had a hard enough winter, the hardest for many years, and in some measure the rule has held good. The leatherjackets and the wireworms certainly benefited. And so did the overwintering soil caterpillars; particularly the Grass Moths (*Crambinae*), the Common Rustic Moth (*Apamea secalis*) and the Rustic Shoulder Knot Moth (*Apamea sordens*). (I give the Latin names because, though the Grass Moths are too small to have acquired common names, the two Rustic Moths have so many local names.) There can be no doubt about it: these have flourished, though I do not recall that there were larger numbers than usual about in the summer of 1962. Obviously, the hard winter favoured larval survival. These moths to the casual glance are drab little creatures (examined in the hand, they are softly beautiful) and they are agricultural pests. The Grass Moths, from their very numbers, must cause damage to grasslands, though the damage is not always obvious, and they also attack winter wheat: the Common Rustic and the Rustic Shoulder Knot both attack barley. I suppose that we could do without them: certainly we could do with them in fewer numbers. But hard ground defeats the chemist as surely as it does the questing, hungry bird.

But the butterflies that once brought added colour to the rich beauty of September gardens—the Peacocks, Tortoiseshells, Commas, Red Admirals, Painted Ladies, these are not agricultural or horticultural pests. Once they floated down every pathway, glided round the buddleias, hovered over the sedums. Once it was my delight to go out early in the morning and find them asleep on the phloxes and the thrift. Then, while they were still in shadow, you could pick them from the cold flowers, and hold them in your hand, and put them back, and there would be no more than a flicker from their closed wings. Last summer, in this garden, I saw maybe a dozen Tortoiseshells, perhaps half-a-dozen Commas, one or two Peacocks, and one Red Admiral.

This year I have seen two Peacocks, perhaps half-a-dozen Tortoiseshells, but not a Comma nor a Red Admiral. The Painted Lady is a rather erratic migrant admittedly, but one or two used to come to the garden every year. And the crime these butterflies have committed? They have committed none. Their caterpillars have the misfortune to feed on weeds: those of the Peacock, the Tortoiseshell, the Comma, the Red Admiral on stinging nettle; those of the Painted Lady on thistle or stinging nettle. I wonder: were we so very much worse off before the chemists invented sprays for stinging nettle?

But if the butterflies have gone—and, oh, how I miss them!—the shadows remain. Many people have sung the praises of September sunshine: and rightly so. During a spell of cloudless weather in September, garden and countryside are filled with sunshine, warm and mellow and friendly, as at no other season of the year. This profusion of sunshine, lending to flowers and trees, to lawns and pastures and stubble, a golden glow, a lazy luxuriance, just when a touch of chill in early morning hints that summer is past, is one of the most impressive displays in Nature. Yet the beauty of September sunshine lies in the shadows. Shadows owe their being to the sun and in return make the sunshine more beautiful.

Consider a wood. In the heart of a wood the sun seems absent and there are no shadows. The translucence of the early summer leaves has gone. In all the year the woods, coming into them from the fields, will never be so dark as they are now: on a wet day, towards sunset, they are as dark as night. Deep woodland, at this season, is uncannily silent and rather hostile, for everything is in shadow: there is no sun.

But shadows on the lawn are the work of the sun, and friendly. Most of the beauty of the September garden is due to these increasing seas of darkness, cast upon the lawn at a comparatively early hour, throwing up in stately beauty, firm and fully dew-fed, the bright flower-beds. And at no time in all the year are the shadows of the trees more beautiful than at that hour of the afternoon when a warm September day settles down to a deeper hush and even the birds are stilled.

All kinds of butterfly seem to be becoming rarer, including the small Tortoiseshells seen in this picture

GABOR DENES

YACHTING

Competitors in the Trophy Race at Thorpe Bay: the British *Hellcat III* (top), and one of the two Australian Cats

The third series of races for the International Catamaran Challenge Trophy is to start next Wednesday instead of Monday, a postponement of two days at the request of the challenging Australian team. John Munns, the team captain wanted to give his team that much more time to prepare and to complete their tuning programme. Throughout, this challenge has been treated with great seriousness by the Australians. When their challenge was issued last September, there was no "C" class catamaran in existence in Australia. In a very short time five vessels were specially designed and built, of which two were chosen after exhaustive selection trials, and sent over to this country. Of these two the challenger had to be chosen after further racing in the Thames estuary where the challenge match is to take place, under the burgee of the Thorpe Bay Yacht Club. Both sides had to declare the name of the boat chosen by last Wednesday.

The two Australian boats, one of which was to be nominated as the challenger, are both impressive in their appearance and performance. *Quest* was designed by the father and son team of Charles and Lindsay Cunningham, who have one of Australia's most popular sailing dinghies to their credit, the 12 ft. *Gwen* of which there are over 1,000 sailing. *Mathilda* is the brainchild of a trio: Peter Hocks, an architect, Jack Shaw, an engineer and Peter Joubert a lecturer in science. The team of five consists of John Munns the captain and helmsman, Graham Anderson as crew, and three reserves. It cost about £12,000 to build the boats and send them and the team over. and I was told that all this money had to be raised by the challenging club from individuals, by organising functions, and obtaining some help from the airlines. They considered it essential that they should begin their final training in British waters at least a full month before the match.

All those concerned with the defence of the Trophy agree that the Australians will be a tougher proposition to beat than the Americans were on both previous occasions. At the time of writing one cannot be certain of the identity of the defending vessel or her crew. Three boats have been built for the purpose. *Boadicea* was designed and constructed by John Fisk, who first won the trophy from the Americans two years ago. *Hellcat III* was built for Bertie Holloway by the brilliant designer of catamarans, Roderick Macalpine-Downie, who was also responsible for the design of the last defender, *Hellcat*.

After the Cowes racing, yet another *Hellcat*, dubbed *III-S* was produced with a few small modifications to her hull, in a space of three weeks. All three potential defenders were to race in the RYA one-of-a-kind catamaran series during the first week of September, and it was hoped that a clear-cut result would determine who should be the defender. *Boadicea* would be in the hands of her designer, John Fisk, while *Hellcat III-S* was to be sailed by Reg White and crewed by her designer, and *Hellcat III* by Ian Norris and Nicky Pope who successfully defended against America last year.

LEBANON PAST AND PRESENT

BY SYLVIE NICKELS

382 At Dog River, a few miles to the north of Beirut, a narrow passage squeezes its way between cliff and sea. Nineteen inscriptions are carved into the rock face, the oldest referring to Rameses II in the 13th century B.C., the latest dated 1946. All of them have this in common: the recording of conquering armies who have passed this way. Between them, they provide the more recent half of Lebanese history in a nutshell.

Less terse evidence of this and older history is found everywhere in this surprisingly little country, less than a quarter the size of Switzerland, with which it is sometimes compared. The comparison, however, is not a topographical one, though the mountains in a different way are often as grandiose, and even include winter sports resorts on a modest scale. But as Switzerland has been to Europe, so the Lebanon—or rather Beirut—is to the Middle East; the crossroads, the cosmopolitan, the glamorous.

The kind of contrasts which meet you at every turn in the Lebanon, however, belong only to the Middle East. On one hand there is Beirut, that glossiest of capitals and playgrounds whose thickening forest of white skyscrapers provides the first view of the Lebanon as Middle East Airlines wing in, five hours or so after take-off from London. On the other are those unmistakably Arab villages, clinging among the terraced cultivations to the great thirsty mountains, most of them long denuded of the famous cedarwood so sought after by the Egyptian Pharaohs. Sleek American cars with vociferous horns nose their way through the alleyways or eat up the miles of excellent cross-country roads at hair-raising speed; but round the corner you are just as likely to meet a plodding donkey, or pass under the supercilious eye of a camel.

Accommodation in the Lebanon is not cheap, but one can eat well at very reasonable cost and there is a new move to cater for the needs of visitors with slightly less glittering tastes. I hear good reports, for example, of two establishments: the Deauville (a few miles out of Beirut) and the Mayflower, respectively about £2 and 37s 6d a day (demi-pension and single-room accommodation), and with private bath or shower. The luxury A class St. Georges is the most famous, and I remember a pleasant stay at the Excelsior (luxury B), which has a swimming pool and night club.

A most interesting piece of private enterprise is under way at Byblos, the " oldest continuously inhabited town in the world," where the Byblos Fishing Club offers small furnished apartments at 37s a day full board. The Club provides facilities for all kinds of water sports, and overlooks the completely unspoilt fishing harbour of Byblos. Byblos, 25 miles north of Beirut, is my favourite place in the Lebanon, and one of my favourites on the entire Mediterranean seaboard. If Baalbek impresses by size, it is sheer weight of years that sends the mind reeling at Byblos, reputedly the home of the alphabet and from whose name were derived such words as " biblia " and " Bible."

Could any ancient site have a lovelier setting? Backing on to the sea is a perfect little Roman amphitheatre, moved stone by stone from its original site a few hundred yards away where it was concealing even older remains. Nearby a Roman colonnade has been put on its feet, while the strange group of obelisks to the left are twice as old. And farther off, through the labyrinth of rectangular foundations that were once people's homes and places of worship, were found the cracked burial urns whose sad contents were 2,000 years older again—dating probably from 4,000 B.C.

The inhabited part of Byblos is of narrow streets well supplied with mediaeval remains. The great bulk of the Crusader keep stands by the entrance to the ancient city, its ramparts providing splendid views across the whole site.

Personally, I prefer Byblos to far-famed Baalbek, even though the broken ruins from a confusion of eras require more from the imagination. Many would disagree, however, and that huge complex of Roman monuments in the Bekaa Valley should not, in any case, be missed. Fabulous and fantastic are apt adjectives for this city of the Sun God, and amongst these immense remnants of Roman power and prowess, you feel almost crushed by the omnipotence which reaches you across 2,000 years. The complex of temples and courtyards rises to culminate in the most revered of all, the Temple of Jupiter, of which only the six famous pillars remain standing. Everywhere, huge sections of stonework, intricately carved and undercut, lie about like the playthings of an irresponsible giant. It is indeed a remarkable setting for the Baalbek Festival of music and drama which takes place here every July and August, and for the Sound and Light performances given every Saturday from mid-April to mid-October.

On the way to Baalbek through Mount Lebanon, which is not one mountain but the whole range that runs the length of the country parallel to the coast, it is worth a detour to visit Beit Eddine. The early 19th-century palace built there by Emir Bechir has great tranquillity, and part of it is now the summer residence of the President.

From Mount Lebanon you drop down into the Bekaa, the broad, fertile " granary of the Roman Empire " whose soil is at times almost Devon red and, rising beyond it, the mountains of Anti-Lebanon providing a natural frontier with Syria. It is a good idea to stop at Chtaura for lunch, where the Restaurant Akl is an excellent place for Arab dishes.

Though it is quite easy to go to Baalbek and back in one day from Beirut, it would be preferable to do it at more leisure. You could then continue next day to the beautiful high mountain region around the Cedars (the road from Baalbek is adequate), returning eventually via Tripoli and southwards along the coast to Beirut, visiting Byblos on the way.

Between Byblos and Beirut you will pass both the Adonis and Dog Rivers, with the Lebanon's huge new Casino in between. Dog River has already been mentioned; at Adonis River there is no man-made monument to see—only the river gushing down to the sea. But as you look up to Mount Lebanon rising behind

you may, in your imagination, see the beautiful young man of mythology who gave his name to the river and from whose blood is said to flower the scarlet anemones that people the mountainside in spring.

For further information: National Council of Tourism in Lebanon, 47, Reeves Mews, Grosvenor Square, London, W1, or any office of Middle East Airlines in the UK.

Means of access: London-Beirut, by MEA, BEA, BOAC, etc., from £99 15s day tourist excursion to £210 18s 1st-class return. From UK ports to Beirut (one class), £73 single. From London to Beirut, overland, £78, 1st-class single; £49 2nd-class single, including sleeper but not meals en route.

BOOK REVIEWS

Fodor's Guide to India: MacGibbon and Kee. 50s. A well-illustrated guide-book with maps, facts, history, art and architecture sections, and sections on Indian sport and religion, so rich in detail as to be something of a substitute for a tour itself. Eugene Fodor and William Curtis, the editors, bring up to date all the archaic ideas Europeans tend to have about India. This is modern India as the traveller will find it.

At Large by Herbert Kubly: Victor Gollancz. 21s. The author of *Stranger in Italy* now delivers a further personalised travelogue, graphic, well informed, but poetic and philosophical. The chapters visit a wide variety of places; among them New Glarus in Wisconsin, Elm in Switzerland, Rome and Sardinia. But Kubly's cosmopolitan eye traverses the different scenes without any sense of dislocation.

Above: The arcaded palace of Beit-Eddine is one of Lebanon's many architectural treasures. **Top:** Another is a ruined castle on the coast at Sidon. **Left:** the luxurious swimming pool of the Hotel Excelsior at Beirut with the sea beyond

SCHOLARLY TRAVELLER

384 **The Grand Cruise** by Cecil Roberts: Hodder and Stoughton. 30s, reminds one that in the 18th century, young men of good family and abundant means embarked on the Grand Tour as a part of their cultural education. In our own times elderly gentlemen may make an equivalent voyage in even greater comfort by going round the world in a comfortable cruising liner. This is Mr Cecil Roberts' account of such an expedition in a 21,000-ton Swedish-American ship which did a comfortable job of circumnavigation and took its 350 passengers, all Americans except the author, to visit the Far East, the Pacific, California, central America, New York and the Mediterranean. The journey which, for Mr Roberts, began at Naples and finished at New York, took three months, and he admits that before embarking he had had his doubts about his fellow passengers, fearing that they might be anything from the hearty to the rowdy. In the event he was most agreeably surprised and found himself the richer by several new acquaintances by the time he left the M.S. *Kungsholm*. As one would expect, Mr Roberts writes both knowledgeably and gracefully about his sight-seeing, and there are some charming and, of course, informative passages about Akbar's tomb, the shrines of Kyoto and the Grand Palace of Bangkok, among many other delights. The style is calm, reasonably detached and even a trifle Olympian on occasion. I relished the historical reference to Hawaii where "Cook was killed in a fracas with the natives." And the assessment of the passenger list in which "the social line bent accommodatingly like a spring mattress so that no one felt aches or pains." Altogether, a good-humoured, courteous, scholarly book and just the thing for armchair travellers.

My Friends the Animals by Dick Chipperfield: Souvenir Press. 21s. For 300 years Mr Chipperfield's ancestors have been in the circus business and for even longer in the business of animal training. The author himself is probably one of the world's finest handlers of animals, which vary between the soft and cuddly and the large and fearsome. Nonchalantly but without vanity he tells his readers that at one time he had a series of marks on his face, caused by his frequently putting his head in a lion's mouth in the course of an animal act. Mr Chipperfield has trained tigers and zebras and elephants; he has had dealings with giraffes and hippopotami, and his familiarity with his beasts is so great that he can even write the surprising sentence that: "We had a young and reliable tiger." I found his book fascinating, full of good sense and a forthright answer to those critics who think that wild animals can satisfactorily be trained by anything but kindness.

The Saturday Evening Post Reader of Sea Stories edited by Day Edgar: Souvenir Press. 21s, contains 18 tales by writers as varied as Jack London and Ray Bradbury, and two novelettes by, respectively, H. E. Bates and C. S. Forester, so that it takes no acute perception to realise that it is very good value, especially since Mr Bates' contribution, for instance, is *The Cruise of the Breadwinner*, one of the best things he ever wrote about the sea *or* the land and that the standard throughout is remarkably high. Robert Nathan's story, *The Snowflake and the Starfish*, is a fairy tale for children and grown-ups alike, and Arthur Gordon's *The Sea Devil* is a terrifying story about a man's battle against a giant ray. It is a good, varied collection and to be recommended—even to landlubbers.

The Nun of Monza by Mario Mazzucchelli: Hamish Hamilton. 25s, translated from the Italian by Evelyn Gendel, is the strange story of a love affair three centuries ago between a very young nun and the son of a rich man whose palace was next door to the convent. With the help of two other sisters, the beautiful Sister Virginia embarked on a passionate love affair, and the amazing thing about the whole business is that, though she eventually had two children, it was years before the scandal was discovered, and then only because of the jealousy of the two accomplices who had both fallen in love with the young man, too. An extraordinary tale, told here by a distinguished historian who has written with the authority of the present Pope (when Cardinal Archbishop of Milan), behind him.

Trot by David Ely: Secker and Warburg, 18s, is a first novel by an American author who has brought to this story of suspense a considerable gift for narrative and action, and not a little irony. The plot deals with an American soldier serving in Germany with the CID department and involved, through a friend, in black market activities. Sometimes when one reads about the US army as seen through writers' eyes one wonders whether there was even one just and mentally stable officer but, with the exception of that complaint, this is an intelligent book and I shall look forward to reading its successor.

THE SEATS OF POWER

The Mask of Merlin: *A critical study of Lloyd George* by Donald McCormick: Macdonald. 42s.

The Ordeal of Power: *A political memoir of the Eisenhower years* by Emmet John Hughes: Macmillan. 30s.

A Dream of Tartary: *The origins and misfortunes of Henry P'u Yi* by Henry McAleavy: Allen and Unwin. 30s.

The Centre of the World: *Communism and the mind of China* by Robert S. Elegant:Methuen. 42s.

Albania: *China's beachhead in Europe* by Harry Hamm: Weidenfeld and Nicholson. 27s 6d.

Great Britain or Little England? by John Mander: Secker and Warburg. 21s, or Penguin Books. 3s 6d.

Few historians have succeeded in being impartial about Lloyd George. His dynamic personality is still too close to us in time for a dispassionate appraisal. Mr McCormick is anti-Ll. G. but not violently so. He grants him his many qualities, especially his ability to meet an immediate crisis. The Welshman's weakness was in dealing with matters in the long term. Mr McCormick also gives him full credit for his shake-up of Whitehall traditions and his wartime innovations in the Civil Service. But marshalling his facts from a wealth of documents the author charges his subject with irresponsibility, unreliability, about-turns in policy and at times dishonesty. There is little new information in this book but Mr McCormick is one of the few writers to appreciate the important part played by Dr (later Lord) Addison in the coming to power of Lloyd George and, in portraying Kitchener in his full stature, he also reverses a modern trend. Perhaps too much accent is put upon Lloyd George's honours racket, but it is admitted that his detestation of privilege could be an extenuating circumstance. To my mind it is the full explanation, for the Ll. G. one likes to remember and admire is the pre-1914 radical and in a very real sense the architect of the Welfare State. The part he played in the victory of 1918 will probably always be a matter of dispute. Mr McCormick is pro-Asquith, but there is another side to the case. The latter years of Ll. G.'s life, after his fall from power, are a pathetic story—the attempts to recover power, the country's lack of trust in him, his hoodwinking by Hitler, his defeatism in the Second World War and then the final irony of it all, the acceptance of a peerage. There is nowadays a plethora of books about World War I. *The Mask of Merlin* is an excellent summary of the period.

Mr Hughes has written a study of a very different character, President Eisenhower. But it is also a picture of a period, an age of which all but the youngest of us have clear recollections. Nixon, McCarthy and, of course, J. F. Dulles are some of the cast in which the scenes include Suez, Little Rock and Man's conquest of space. Yet the abiding impression made by this book is not of a particular President but of the office of the Presidency—its loneliness and its enormous responsibilities in spite of the checks put upon it by the Constitution. Mr Hughes has rendered an outstanding service to our understanding of American politics and thus to the transatlantic alliance.

One of the weirdest stories of the seats of power is told by Mr McAleavy. I admit I had forgotten that the last Emperor of China was still alive. Henry P'u Yi lives today in Pekin as a minor functionary in a Communist state. His transition to this from the despotism and depravity of the Court of the Dragon Throne and the puppet monarchy of Manchuria are an enthralling story which is one more proof that history can be far, far stranger than fiction. Mr McAleavy has gone almost exclusively to Chinese and Japanese sources for his material and given us a very readable and important contribution to our knowledge of China.

Mr Elegant's book is also important for those who want to know about China. He is a journalist with a long experience in Asia and also, as *The Centre of the World* shows, a perceptive historian. In the first chapters Chinese history from 1600 to 1900 is broadly outlined, but the most part of the book deals with the end of the Empire, the rise of the Kuomintang and the seizure of power by Mao Tse-tung and the Communists. The author rightly points out that none of us can turn our backs on the

The Hunter and the Trapped by Josephine Bell: Hodder and Stoughton. 15s, suffers from some unlikely dialogue, but is in other respects a neatly contrived crime story in which the central character is a man of great charm and no moral sense at all. At least two women fall hopelessly in love with him—and hopeless is the key word to this situation—while a sordid murder further complicates their lives and his.

Deep Freeze by Jean Bruce: Cassell. 13s 6d, is the first thriller by this French writer to be published in this country. Bruce was killed in a car smash only a few months ago, having already become a great success and a millionaire in France. His principal character was a Bond-like secret agent, known as OSS 117, and his exploits have been filmed with popular acclaim. In this book the gentleman is sent on a mission to Russia and has a high old time outwitting the MVD and one of their most beautiful spies.

The Lawyer and the Carpenter by Estelle Thompson: Hodder and Stoughton. 15s, is the pick of this week's bunch of thrillers: ingenious, tense and with an admirably drawn background of life in a small Australian town somewhere in Queensland. Recommended for both plot and setting.

Error of the Moon by Sara Woods: Crime Club. 12s 6d, tells the story of an involved imbroglio in a secret weapon establishment up on the Yorkshire moors. Another adventure of barrister-detective Anthony Maitland, with some cosy domestic detail but not many thrills.

Vernon Fane

China of today. It propounds numerous vital questions which we shall sooner or later have to answer.

In the Great Schism between Moscow and Pekin, Albania is China's sole European adherent. How has this happened? Most of us would find it hard to fill more than a smallish piece of paper with our knowledge of Albania. Mr Harry Hamm is a political journalist from West Germany who is one of the few Western reporters to have been allowed into Albania in recent years. He is a lucid guide to both the country and its leaders, notably Enver Hoxha. Albania has always lacked a sound economy and had a turbulent history. Mr Hamm might have given us more of the pre-Communist history. There was a time, as Mr McCormick reminds us in his *The Mask of Merlin*, when the throne of Albania was being hawked round Britain by that pedlar of titles, Maundy Gregory. There were over 70 applicants.

Unless my memory is at fault, Mr Mander's father during his career in the House of Commons was a notable asker of parliamentary questions. The son also has a talent for inquiry and poses a great many questions about Britain today and the ambivalence in our policies and outlook. There is occasionally a tendency towards the type of writing best described as scissors-and-paste and newspaper cuttings, but in these days when we are constantly being exhorted to put our national house in order, the book is timely.

Charles Dimont

A MASTER DRAWING

Peter Paul Rubens' "Study for a portrait of the Duke of Lerma" is one of the illustrations in **Master Drawings**, edited and selected by J. E. Schuler with text by Dr Rolf Hansler, translated from the German by Gillian Brydone: Macdonald. 4 gns. The comment on the Rubens drawing remarks: "Although it is only a study this drawing shows the figurative genius of a hand that could depict anything visible in heaven or on earth; it also shows how Rubens could wring every possible atom of expression from pen, brush and chalk." Altogether this new book has 112 drawings by 98 artists and traces the development of draughtsmanship from the beginning of the 14th century up to the beginning of the 20th century. The reproductions have been arranged historically and in schools so that the reader can follow the continuous thread of development. All the most famous European artists are represented. Although Christmas is still some way off, here is a volume to put on one's list of presents for the discriminating.

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **EDWARD THOMPSON**

Mr Edward Thompson is Chairman of the Allied Breweries group, embracing Ind Coope, Tetley Walker and Ansells breweries. Aged 56, brewing is in his family. His father, Neale Thompson, was responsible for building up Ind Coope after its reconstruction in 1911. Educated at Uppingham and at Lincoln College, Oxford, he took honours in law. In 1931 he joined a Birmingham firm of solicitors and became a partner, but in 1936 he was invited to join the board of Ind Coope and Allsopp. Three years later he was appointed a managing director. Like so many others who were territorials he was called up on the outbreak of war, as an officer in the Derbyshire Yeomanry. Although the Yeomanry was no longer mounted it became a famous armoured car regiment and Mr Thompson served with it throughout the North African campaign until the fall of Tunis, when he was appointed to the General Staff in which he rose to the rank of Lt.-Col., was awarded the M.B.E. and was twice mentioned in despatches. Demobilised in September, 1945, he resumed his duties as a managing director and Chairman of the Committee of Management of Ind Coope. He succeeded Lord Courthope as Chairman of Ind Coope in 1955. He was Chairman of the Brewers' Society for the year 1959-60 and was subsequently re-elected Chairman for 1960-61. He is director of the Sun Alliance Insurance Co. Ltd., Sun Insurance Office Ltd., Sun Life Assurance Society Ltd., Ohlssons Cape Breweries Ltd., the Langley Distillery Ltd., B. Grant and Co. Ltd. (a wine and spirit subsidiary of the Ind Coope group) and Ind Coope Pensions Trust Ltd. Mr Thompson is a keen sportsman. His chief interest is farming near his home at Brailford in Derbyshire, where he keeps a pedigree Jersey herd. He sails, skis and has four children

DIRECT SELLING

by The Sphere Industrial Correspondent

There was a time when one of the national symbols of the United States, prominent in every American home, could well have been a mail order catalogue from Messrs. Montgomery Ward or Sears Roebuck. To the foreign visitor after the war these bulky tomes, each a considerable printing job in itself, seemed to epitomise the sheer productive profusion of that extraordinary economy, and its capacity to turn out every size and style of an enormous variety of well-designed, mass-produced and reasonably priced purchases for American consumers far and wide. Two things were particularly impressive to the European browsing through these hundreds of illustrations: the relative cheapness, in America, of consumer durables like big refrigerators and other kitchen equipment in comparison with their prices over here, and the degree to which these great mail order distributors had established their own brands in competition with other nationally advertised manufacturers' brands—often made in the same factory.

Nobody would suggest that a mail order catalogue is as ubiquitous in British homes as in American, and distributive trade experts here have always been able to explain the good reasons why. Americans are, basically, farther apart than Britons; they have some 50 times the space per person that we have in this crowded country, and they are spread over their space rather more evenly. The mail order business first developed in the United States when newcomers were spreading out westwards across the vast continent to found its large rural population; at the time, the British agricultural population was continuing to shift in towards urban industry. Buying power here grew in the urban areas, for the most part, and retailing developed with it, on the spot, with enough concentration of population to support a wide diversity of " little shops round the corner."

These remain true arguments; yet the mail order business, in Britain today, is one of the growth elements in British distribution. It is one of the kinds of selling to the public that bypass the shop as such, and which are therefore most difficult to measure in traditional statistics of shopping. Some people, indeed, are arguing that mail order and other kinds of " shopping outside the statistics "—among which motor car dealers are probably the most important item—may now explain the rather laggard figures of ordinary shopping this summer. There has certainly been a surprisingly slow rise in the volume of retail trade as conventionally measured, in spite of all Mr Maudling's stimuli both before and in the Budget. Motor sales, certainly, are booming; it may be that other kinds of selling not recorded in these figures are booming too.

In terms of absolute volume, this can be exaggerated. Apart from the motor trade, which this year may well account for some £500 million, the other kinds of extra-retail selling to the public are not yet very large. The mail order business has a total turnover of perhaps £300 million a year nowadays, while manufacturers sell perhaps £90 million worth of goods themselves by door-to-door sales. Both seem to be rising at about 7-10 per cent. a year, while total retail trade has recently been rising by only about 3-5 per cent. But the total volume of retail trade is of the order of £10,000 million a year; so one cannot explain too much of the lag in shopping by even the recent rate of growth of these sales outside the shops.

They are large enough, nevertheless, to worry the shopkeepers themselves, who have enough internal pressures of competition to deal with nowadays. Within retailing, there is the pressure of the supermarkets and the appearance here and there of discount stores; a bitter controversy is still raging about the propriety of stamp trading, which is likely to be further fanned by the decision of one of the supermarket chains to begin using the system. In the consumer durables trade, which is particularly vulnerable to competition from mail order and direct selling, shopkeepers have had a difficult time anyway during the last few years, with a lag in sales, price cuts, and further " hidden price cuts " through trade-in allowances or special discounts off the stated price.

Direct selling, which has been given a particular boost in the last couple of years by the entry of vigorous newcomers such as Mr Bloom's Rolls Razor group, is particularly effective where demonstration is essential for the purchaser but hard for the shopkeeper to arrange on the spot for all the brands of equipment he may have in his showroom. A washing machine or a dishwasher, for example, is a good deal easier to sell if the machine can be demonstrated in one's own home —though recently Mr Bloom has given up the dishwasher market, parting company with Sir Charles Colston, who is continuing to sell his own design direct to the housewife. The dishwasher, to the person who has one, may seem the one " consumer durable " he would be least willing to do without; but to the distributor, direct or through the shop, it seems still to be the most difficult item of kitchen equipment to sell really widely among British households.

Both the direct selling distributor and the mail order company claim that they can cut distributive costs though shopkeepers dispute this. Where the competition is over a huge range of items and qualities it is difficult to establish whether any one system works out more cheaply in general for the consumer. The mail order company can buy in very large quantities from manufacturers, and should be able to have more say in design and quality than any except the largest chain retailing groups. Catalogues and mailing are not cheap; in general, goods sold by mail order do not undercut shop prices much. Some of the direct selling groups, on the other hand, have been leaders in pushing prices down for washing machines and refrigerators; nevertheless, manufacturers selling through the retail trade were already cutting prices when the direct selling surge began.

Both of these kinds of selling past the shop, certainly, do offer attractive credit terms, and much of their appeal is to purchasers whose rising incomes are only just bringing them into the range of owning, for example, consumer durables. This is obviously sensible for organisations whose efficiency must depend upon large-scale purchase or, for manufacturers, on quantity sales of their own mass production. A large range of households still lack these desirable durables; income standards, we hope, are continuing to rise. So the room for expansion is still mainly at the bottom of the price range.

The process of price cutting that we have seen at work throughout the consumer durables sector of the economy in the last few years has been a very healthy one. It is bringing to Britain something more like the relation between the prices of such equipment and the other things people buy that has long existed in the United States. In this process, the systems of direct selling and selling by post are playing an important part. Some prejudice remains against both—memories of " switch selling " and of shoddy stuff delivered to people answering small advertisements. The hard selling by post reaches all kinds of consumers all over Britain; the department stores, for example, do a large catalogue sale to country customers. But the biggest companies specialising in this have concentrated up to now on a lower-income clientele and geographically on the North and Midlands. But incomes are higher in the South, and the flow of people southwards continues. So even if these groups were not bent on expansion—as they certainly are—this continued shift of the balance of buying power would inevitably bring their competition, increasingly, into the more affluent South.

Coventry's tallest building was opened recently by the Lord Mayor of Coventry, Alderman Mrs E. A. Allen. The block will form the focal point of a group of buildings at Barras Heath, including old peoples' bungalows and garages. Reaching to 180 ft. with 97 separate dwellings spread over its 17 storeys, the building was constructed by the " jackblock " method by Richard Costain (Construction) Ltd. This involves starting with the roof, and working from the top floor " downwards." As each floor is completed it is jacked up to make room for the next one. In this case 40 jacks, each of 220-tons capacity, were used. The method makes it possible to continue building operations in bad weather as the working area can be protected when conditions make it necessary

CROYDON—EXAMPLE TO TOWN PLANNERS

It is paradoxical that Croydon, which owes its development to good rail communications with London, has for most of this century endeavoured with some success to be something more than a mere dormitory area. In fact the percentage of the working population who are commuters to central London from Croydon is considerably smaller than many of its neighbours; only 22 per cent. compared with 32 per cent. from the neighbouring area to the south which is, of course, more distant from London. This is mainly because since 1918 the borough has pursued a policy of introducing substantial industrial development.

The present remarkable programme of urban renewal is, in part at any rate, the continuation of the Council's long-term policy since the redevelopment of the central area is expected to increase the number of office workers alone by 30,000 in this decade. This is not perhaps the sole motive force. Central Croydon was considered by the Royal Commission on Local Government to be London's most important shopping and service area outside the West End. As such it has for long attracted large numbers of shoppers from a wide area far outside its own boundaries. On the other hand by the mid-50's much of the shopping area was 50 years old, the streets were crowded and car parking was difficult, all of which tended to discourage shoppers. Moreover, Croydon Airport was soon to be closed and many felt that this should be developed as a brand new shopping and commercial area designed on the American model to cater for car-driving shoppers.

The present redevelopment was initiated by a special Act of Parliament in 1956. It has undoubtedly been stimulated by Government and private concern at increasing office development in central London which has led to many organisations moving all or part of their staffs out of the City and West End.

The most notable commercial development to date is the Croydon Centre Development. At a cost of £5 million this has replaced almost a complete block of older shops, hotels and other buildings with a 24-storey block of offices, new shops and hotel premises.

Two of the largest schemes have yet to start. Trinity School, part of the Whitgift Foundation, has bought land on the edge of the town for a new school. When this is completed the present school buildings and playing fields in the centre will be replaced by offices, shops and flats. East Croydon Station, too, is to be reconstructed as part of the current programme for redeveloping railway sites. This will involve the provision of offices, shops and car parking over a new station to be built on the same site. As part of the development of a civic centre the Corporation has built a new Technical College and College of Art and the Fairfield Halls which incorporate a theatre, concert hall, banqueting hall and art gallery.

All this has been carried out as part of an overall plan for redevelopment which also involves the improvement of the present road system by providing a ring road around the central area. More than 1,000 parking meters are at present supplemented by off-street parking for more than 2,500 cars. The first of ten Corporation multi-storey car parks was opened last year and a second, to hold 870 cars with a bowling alley beneath, is under construction now.

Although redevelopment is by no means complete, indeed some might feel it has hardly started, Croydon today is already a revitalised centre. No longer can it be misrepresented as a mere dormitory for commuters—rather it is an example to towns in Britain of what they could—and should—be doing themselves.

Above: An aerial view of central Croydon showing developments and how much still remains to be done

Far left: The changing skyline of Croydon photographed from Wallington

Centre left: The space created by redevelopment has been used to provide open vistas and pedestrian areas

Left: One of the large organisations that has moved some of its staff to Croydon is the RAC. The picture shows the new building in which the RAC staff is accommodated

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more pictures overleaf

CROYDON—EXAMPLE TO TOWN PLANNERS

continued from page 389

Right: Urban renewal is proceeding apace in central Croydon. While new buildings spring up on either side, George Street is being reconstructed to accommodate an underpass

Below: One of the many sites under development; this is destined to become a parking garage and bowling alley

Bottom: Near East Croydon station is a completed multi-storey garage built for the Corporation

Bottom right: the two pictures show a wide pedestrian pavement linking George Street and College Road in front of Suffolk House; and the old and new orders juxtaposed. The structure on the right is a new church hall

HOPES FOR CAR DEALERS

by The Sphere City Correspondent

The Ford Motor Company, which has had an unprecedented run of labour disputes and poor profit figures since its American parent acquired full control in late 1960, has now taken the bold step of entering the hire purchase business. Its American parent has apparently had a successful time in this field since it entered HP three years ago, somewhat belatedly imitating its big competitor General Motors. Ford's plan is to borrow finance in the traditional hire purchase company manner (over 50 banks, merchant banks and other institutions have already offered deposits) and then make facilities available through its dealers to anyone who buys a Ford car.

With massive American backing and the fact that one British car in three now sold on HP is a Ford, this new development comes as a serious threat to the established hire purchase industry in Britain just as it is recovering from the appalling wake of bad debts that followed the 1959-1960 consumer spending spree.

The present pattern of the hire purchase industry is that finance for sales of new and second-hand cars accounts for about a third of the total HP debt of some £900 million. The bulk of this motor HP business is done by the finance houses, most of whom are partly owned by the joint stock banks. The "big five" HP houses, accounting for three-quarters of finance house debt, are United Dominions Trust (25 per cent. owned by Barclays Bank), Lloyds and Scottish Finance (jointly owned by Lloyds Bank and the National Commercial of Scotland), Lombard Banking, Mercantile Credit (20 per cent. Westminster, 20 per cent. Martins) and Bowmaker (25 per cent. Lloyds).

The hire purchase houses obtain business by paying car dealers a commission on business introduced, often offering tied loans to finance car stocks. There have been sporadic outbreaks of commission war between the houses, the last being early last year when rates offered by the big HP companies rose from 10 per cent. to 15 per cent. and more. This was still less than the commissions offered by some of the smaller companies, who have to rely on highly competitive terms to bring in business.

However, in spite of the attractive commissions for passing on HP business, a growing number of car dealers with substantial resources apparently consider it is even more attractive to do their own HP business. Kennings, Britain's biggest car dealer (holding important BMC franchises), started running its own HP subsidiary last autumn. Several of other leading dealers, such as Henlys, Godfrey Davis and Stewart and Arden, also have their own HP divisions, financing varying proportions of their sales. Clearly this trend is significant for the traditional hire purchase houses because car dealers will naturally tend to take the best (safest) business for themselves and pass the rest on to the HP companies.

In fact, one or two smaller hire purchase companies (the Hodge group and the Camden group, for example) have carried the matter to its logical conclusion and own a number of car dealers, thus keeping a close check on their bad debt risk. They have commendably low bad debt ratios. So far, however, the car manufacturers have had mixed views on entering hire purchase themselves. The British Motor Corporation, biggest by far in manufacture, has resolutely kept at arms' length from its dealers. Rootes tried HP for a time, but (shrewdly as it turned out) sold its subsidiary to an established HP house. Vauxhall, on the other hand, a subsidiary of the American company General Motors, has a modest and by all accounts successful associated HP company which also finances sales of other GM subsidiaries in this country (such as Frigidaire).

It is against this background, with the HP industry just beginning to return to reasonable profitability as Britain's economic recovery (and car sales in particular) get under way, that Ford is wading into hire purchase. The company has said that it will not coerce its own dealers or start a rate war, but obviously its terms are going to be highly competitive. Nothing dramatic is likely to emerge in the short term but the omens look bad for the established HP companies.

Ford's entry must mean less rapid growth for the established HP companies, especially those (all the leaders) who have until now been financing Ford sales. Even if Ford itself does not start a commission rate war, some of the smaller companies may be obliged to, in order to maintain business. This would be bad for HP company costs. Ford's entry could force HP companies into buying up car dealers (also costly), and of course it could eventually lead to BMC also entering the HP industry and further adding to competition.

But while the omens are bad for hire purchase companies, they are good for car dealers. Their position as the last link in the chain before the buying public gives them a strong hand with manufacturers and hire purchase companies. Any commission war can only benefit them.

MIDLANDS MATTERS

by The Sphere Midlands Correspondent

Dollar-earning computer

The other day I came across what must be Britain's most unusual dollar earner—and, again unusually, the enterprise is run by a woman. Next year Computer Services (Birmingham) Ltd., which was the first computer bureau to be established in this country back in 1961, expects to earn $200,000 from America alone. As a member of the Data Processing Services Association, its work became known around New Jersey bureaux serving the New York area. Because of the disparity between wages and salaries for computer operators here and in the United States, firms over there have found it expedient—and profitable—to make use of the Birmingham bureau. Thus while British scientists may be wooed away to America by high salaries, their problems are being returned here for solution by lower cost incentives. By plane and car Computer Services can offer a 36-hour Idlewild-Idlewild service for New Jersey operators. Talks have been going on with Canadian bureaux, and it seems probable that they, too, will be adding to the Birmingham company's dollar earnings before long.

The person behind this intriguing development is Miss Marion Murtagh. When only 23 she founded a comptometer calculating bureau in 1939—something of a novelty in those days—and from these small beginnings has grown an enterprise which next February will be starting to operate Britain's first £1million-plus Remington Rand Univac 1107 computer. And this, according to my information, could deal in three days and nights with the payroll of the whole of the United Kingdom. By 1946 Miss Murtagh was running an organisation with 80 employees—and still she found time for the work and examinations which made her, in 18 months, a chartered secretary and accountant.

"She has a fabulous brain and a fantastic memory," Mr W. J. Powell, joint managing director, told me by way of explanation of her determination and success. But he added: "She's a very easy person to work with. Her strong point is a keenly analytical mind that gets to the soft point of a letter, an argument or a situation faster than most men I know." Now, at 47, she is moving on. The Univac machine will be the first specifically designed for telephonic data linkage. Any subscriber with a printing-reading unit (one which deals with punched tape, etc.) will be able to feed a problem into the telephone system and have an answer back in less than a brace of shakes. He will normally pay £60 an hour for using Univac on an annual contract of ten hours' work a week. Naturally, just one hour's use will cost more—about £150. But since the machine can handle ten programmes simultaneously, any subscriber with this amount of work would find it costing him £6-£10 an hour—cheaper than much smaller machines.

Shavian typewriter

I am not quite sure of the logic behind the ordering by the Shavian Society from the Imperial Typewriter Co. Ltd., of Leicester, of a typewriter (price £27 10s) to type the 48-character phonetic alphabet devised by George Bernard Shaw. He might have written a pithy postcard on it for it seems a work of supererogation to produce a typewriter—for clarity? surely not—for an alphabet that, one would have thought, ought easily to be readable even in doctor's handwriting. (In fact, to my untutored eye it is capable of even greater misunderstanding than the normal English language.)

The Shavian Society, I gather, intends to have the typewriter made in commercial quantities if, it is coyly added, there is sufficient demand. The machine, an Imperial "Good Companion," has 44 keys, leaving room for numerals, punctuation marks, and a normal Roman alphabet in capital letters, since the Shavian alphabet dispenses with such inessentials. The typewriter on which this copy is being written, incidentally, has 42 keys.

Warwick by-pass

No doubt all must-be motorists will concur with the sentiments of Mr David Watson, who has retired after 17 years as Warwickshire County Surveyor and a total of 33 in the department. "What we ought to do is to look at our road systems from the point of view of the time a journey takes rather than as a distance measured in miles," he said. This genial Scot has been trying to get things done along these lines for many years. The "dualling" of the A45 between Birmingham and Dunchurch made it for some time the longest continuous stretch of dual carriageway in the country. But the Warwick by-pass, mooted 25 years ago, is still a paper plan, much to Mr Watson's chagrin—and the start, projected for this November, seems as far off as ever.

PROGRESS TO THE SOUTH

by JOHN A. STEEL

392 This summer an army of men has been working around the clock in an all-out effort to keep ahead of schedule on the electrification on the 25,000 kv 50-cycles AC single phase current system of the London Midland Region main line from London to Liverpool and Manchester. The line to Lancashire is the busiest in the world, especially between Euston and Crewe, where some 450 trains a day use the 158 route miles of track. According to present planning the scheme is due to be completed by 1966. Later in the year the route from Rugby to Crewe via Coventry, Birmingham, Wolverhampton and Stafford will be brought into use thus completing the electric network between the Midlands and Lancashire resulting in an acceleration of services.

Above: A 25 kv multiple unit on a Crewe-Liverpool train
Top right: The Fairfield Street Bridge in Manchester, one of the many new constructions that are part of the electrification scheme
Above right: Near Watford a device known as an 'Auger Borer' prepares holes for mast foundations

Already the wisdom of electrifying the line has been amply justified for the intensive service of multiple unit trains on the Manchester-Crewe and Manchester-Liverpool routes which are open is becoming increasingly popular with local passengers who are using them instead of buses. One thousand track miles are involved, and this has meant that 665 bridges between Euston and Liverpool and Manchester have had to be re-modelled or reconstructed.

Curves where restricted speeds were in operation have had to be straightened out and flyovers built to ensure an unrestricted flow of traffic without any delay to main line expresses or fast freight trains. There are also 19 tunnels in the 158 miles between London and Crewe where the lowering of the track has been necessary in order to provide sufficient clearance for the overhead conductor wires.

Some idea of the amount of work that will have to be done before the scheme is finished can be judged from the fact that 2,823,000 tons of ballast will have been used in the reconstruction of the permanent way to allow for the high speeds of expresses following on electrification. All the old structures of bridges have had to be demolished during the short time at weekends. This also applies to the replanning of stations to take longer trains.

Throughout this long period, traffic has been and will be kept constantly on the move with the minimum amount of delay. Every possible labour-saving device has been used, the most outstanding being a giant drill 'Auger Borer.'

Deep ballasting is carried out to strengthen the track for the new trains, some of them reaching 100 m.p.h.

Erecting overhead wiring in Shugborough Tunnel. In many tunnels the track has had to be lowered

All the latest electronic, scientific, improved telecommunications, and safety devices such as A.W.S. (Automatic Warning System) are being installed to speed the new electric trains on their high-speed journeys as they will attain 100 m.p.h. on favourable sections. Power-operated signal boxes will control trains, and take the place of 14 of the old type lever operation boxes. One switch will do the work of the 22 hand lever movements of the old-fashioned signalling.

The latest development is a route description panel with illuminated push button control actually on the panel so that a signalman has a close up view "in technicolor" of the whole route covered by his box. Colour light signalling provides far greater flexibility and safety and, in conjunction with continuous track circuiting, it will reduce the headway between trains on the new lines from eight mins. to five mins. overall. Naturally this will mean an increase in capacity on many sections of the line and will assist considerably in getting a clear path for the new Liner trains. By the time it is finished the total cost of the electrification will amount to nearly £220 million, but the advantages will be so great that the railway authorities are convinced they will regain a very high percentage of the long distance freight and passenger traffic they have lost to road and air transport.

With the completion of the new Euston Station in London, on which work is now progressing, and the modernisation of other stations, the London Midland Region will have a really up-to-date main line which should be of great benefit to the Industrial North.

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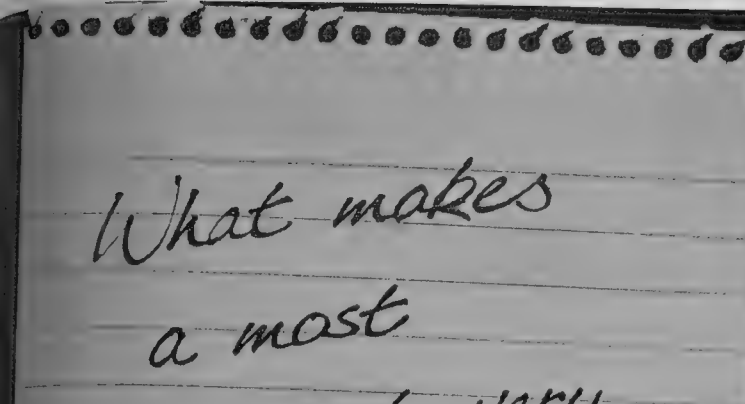

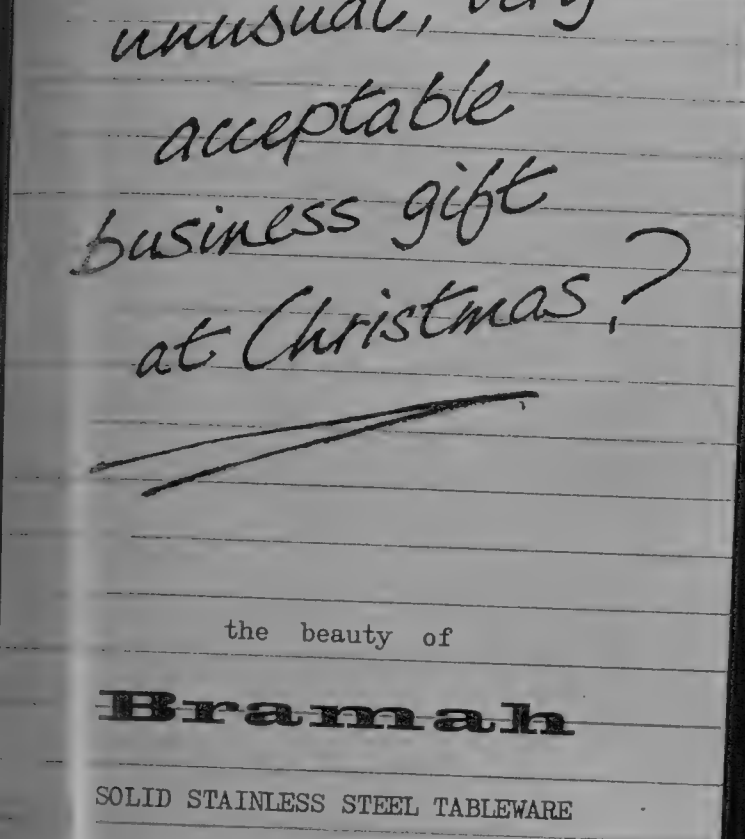

Serving Tray with Toast Rack, Egg Cup, New Condiment Set and Napkin Ring. Coffee Pot (1½ pint). Cheese Board with French walnut cutting platter. Celery/Asparagus Salver

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GOOD LIVING *by Ganymede*

I remember noticing *Hotspur* in the immediate post-war years in Norfolk, when she was busily and fussily conveying trippers in large numbers hither and thither from Great Yarmouth sporting a heavy black plume of smoke. She was moving at what seemed a good rate for her size, and her unexpected speed well justified her dashing name. Before that she had a slightly more monotonous job, on the short ferry run between Southampton and Hythe.

Now, in the 36th year of her life, she has come to rest, to spend a useful old age in our midst, moored in the centre of London. Hard by Charing Cross she is, greatly transformed and beautified for our pleasure and delight, a resort of good food and wine, relaxation and entertainment. She is now known under the dignified name of The Yard Arm Club.

I had been eagerly awaiting the opening of the new establishment, for I had heard of the plan some time ago, and in fact I had spent a little time aboard when she was first brought down the river from the yard where she had been converted for her present task. Then she was far from finished, but the promise was there. On the main deck the decorations were complete and the deep indigo-blue deckhead sprinkled with tiny lights and the shining brass fittings looked most attractive even in daylight as I saw her then.

Now I have seen the boat finished. When I had dinner on board the other night I saw how this brilliant decor comes truly into its own after dark. The subdued interior lighting with the pinpoints of lights becomes a balanced foreground for the mighty panorama of the London river with its reflected sparkle of floodlit buildings and miriads of windows and fairy lights. It is impossible not to come under the enchantment of all this lively beauty even without the inspiration of the excellent repertoire offered by the Club's virtuoso barman. There is soft music, at times spreading from invisible sources, at others from an instrument of the day, an electric jazz organ. Dancing or just watching the scene I cannot think of any night-club to rival this.

On the top deck the decor is more down to earth, but still " boaty," here one can dine in comfort while watching silent chefs behind a darkened glass busy with their preparations. The space for this is naturally limited and so, very wisely, the menu is kept short. The few dishes on it however are all just a little out of the ordinary, and some even unusually interesting. I tried an exceptionally smooth fish pâté, a speciality, similar in consistency to the Greek Taramasalata, but with a different, refreshing flavour. The Crêpe de Fruits de Mer, another speciality, was most skilfully made. Under the name of Noix d'Agneau Bohemienne we had boned best end of lamb roasted with garlic and thyme, served with rice and fried onions, which was delicious. The Syllabub, with which we concluded this very pleasant meal is the same as can be found at the Elizabethan Room of the Gore Hotel with which the Club is associated.

The prices are not excessive, main dishes vary between 12s 6d and £1. The Club is open for lunch, when in addition to the upper deck, one can also eat on the main deck off a cold buffet or a single main dish for 12s 6d. I was told that there are also pre- and post-theatre light meals of fish and chips from 6s 6d. The wine list is fairly complete, but one should not expect old red wines from a floating cellar. This is a club, and applications for membership will be considered.

Above and right: Moored to the Embankment near Charing Cross bridge is the Yard Arm Club's converted ferry, with a notable cuisine and fine prospects of St. Paul's and the river Thames

Below: Elected German Wine Queen for the year at Mainz, centre of the Mosel district, Inge Schaab responds to the toast "

Below right: Headed by Lord and Lady Montagu of Beaulieu in a 1925 Bugatti, vintage cars drive off the SS *Maid of Kent* at Boulogne on the first lap of a vintage wine and car rally around some of the famous vineyards of France and Portugal organised by Gilbey Twiss Ltd. and the Licensed Trades Automobile Club

Time for cocktails before dinner

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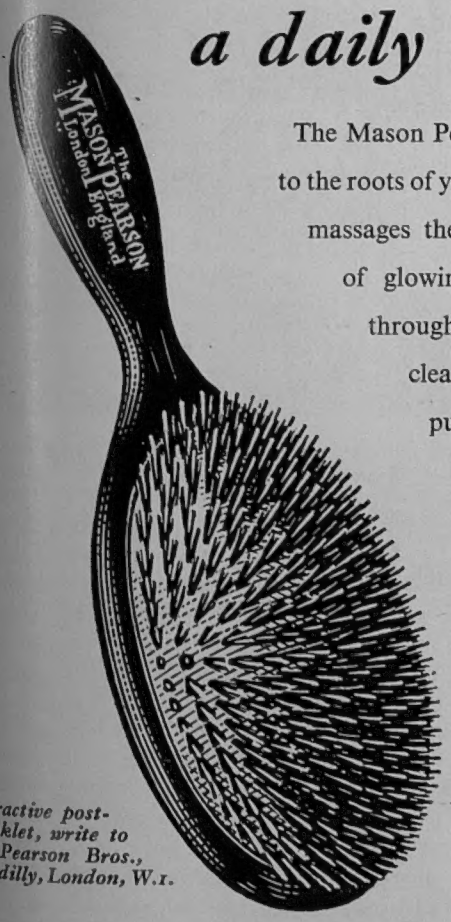

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KENT-ESSEX ROAD TUNNEL

396 It is almost certain that the new £11 million road tunnel under the Thames between Dartford and Purfleet will be open to traffic next month, even if the official opening ceremony is fixed for later on. I went down there not long ago to take a look at this important new road link between Kent and Essex, connecting A2 and A13, and was driven through the tunnel by Mr T. M. Megaw, Resident Engineer. He reminded me that the mile-long tunnel and its three miles of twin-track approach roads will eventually form part of the projected South Orbital Road. Its present importance will then be greatly increased. Mr Megaw introduced me to Capt. Leslie Millns, R.N., the Tunnel Manager, who will have a permanent staff of 150, and together we inspected the impressive control room, where the duty traffic control officer will be able to see what is happening in the tunnel by means of closed-circuit television.

Various dials will tell him the exact number of vehicles in the tunnel at any time, the smoke density and the amount of carbon monoxide. When necessary he will be able to reduce the flow of vehicles by switching on the red traffic lights which divide the tunnel into six operational sections. Toll charges will range from 6d for cyclists (whether they pedal through or use the special cycle-rack coaches built by Ford) to 6s for the biggest commercial vehicles, whose drivers will have to pay an extra 6s if they are pulling a trailer. In the original Bill promoted for the construction of this 21-ft-wide tunnel, which burrows 100 ft under the surface of the Thames, it was proposed that 2s should be charged for a horse and cart, 3s 6d for a hearse, 2d for a dog and 1½d for a pig or sheep.

Mini birthday

I have just been discussing the fourth " birthday " of the British Motor Corporation's Mini at the end of August with Mr Alex Issigonis, BMC's Director of Engineering. He tells me that in four years no fewer than 662,337 Minis of all kinds had been built. It has been a tremendous success and seems destined for a very long production run. Mr Issigonis himself does not think the Mini will have achieved real success if it is no longer in production six years from now, but I do not think he need worry about that. I personally think the front-wheel-drive Mini, with its transversely mounted engine and independent suspension by compact rubber units, is destined for a special niche in automobile history alongside such cars as the Model T Ford, the Volkswagen, the original Austin Seven, the front-wheel drive Citroëns and the Morris Minor.

With the gearbox incorporated in the engine sump, the Mini is of bold technical design. It has a wheel at each corner and its roadholding is superb, its cornering impeccable. It dodges in and out of the traffic like an exuberant terrier. Yet in some ways the Mini's biggest virtue—having regard to its modest length and width—is the amount of room it offers for four full-sized adults. Not for nothing has the Mini been described as " the car that's bigger inside than out ".

Viva Vauxhall

Pending the announcement, towards the end of this month, of the new " baby " Vauxhall of just over 1,000 c.c., which some say will be called the Viva, I have news of important changes to the Luton firm's 4-cylinder Victor and VX4/90 models. The size of the engine used in these cars is being increased by 86 c.c. to 1,594 c.c. to give 69 b.h.p., which is an increase of 22½ per cent. compared with the engine originally fitted to the present Victor when it was announced two years ago. When I tried out the new Victor the other day I found a big improvement in top gear performance. Acceleration is brisker, the car pulls away impressively at low speeds and top speed is better than 80 m.p.h.

The 1964 Victor also has better brakes, with the friction area enlarged by more than 23 sq. ins., and disc brakes can be fitted at the front if desired. The clutch is bigger, there are more attractive trim styles, the new radiator grille is of anodised aluminium and a lower rear axle ratio contributes to the improved top gear performance. Price of the standard Victor is unchanged at £635 and that of the Victor Super remains the same at £668. But the de luxe models of both the saloon and estate car versions now cost £12 more (including tax), their new prices being £735 and £816 respectively. Buyers will get good value for the extra £12, including individual front seats of new design and great comfort (with leather upholstery) and a walnut veneer facia. Increasing the size of the VX4/90's twin-carburetter power plant has stepped up its output to 85.5 b.h.p. at 5,200 r.p.m., and top speed is over 90 m.p.h. Price is unchanged at £840. The 6-cylinder Velox and Cresta models, announced only 12 months ago, are virtually unchanged, though the rear axle ratio has been lowered to 3.9 to one to give a smoother top gear performance. The cost of Hydra-matic automatic transmission as an optional extra has been cut by £18 to £115. With the 6-cylinder Vauxhall, special care is taken over treatment against corrosion by wet and damp. The whole of the underside of the car, including the wheel arches, gets treatment with a bituminous compound.

Fiat performance under load

The Fiat 2300 is such an elegant, well-equipped and well-finished estate car that I was reluctant, somehow, to use it as a carrier of heavy, untidy loads. It was like harnessing a race-horse to a coal cart (if there are such things any more). When, however, I forced myself to use the Fiat in the manner intended by its designers it gave an impressive demonstration of sophisticated workmanship. The Fiat is powered by a smooth, quiet, 6-cylinder engine of 2,279 c.c., has a top speed of approaching 100 m.p.h., does close on 20 miles to the gallon, carries six adults and a big load of cargo and in Britain costs—including tax—£1,426 (or £72 more if fitted with Laycock de Normanville overdrive, as my test car was). Its most interesting design feature, technically, is the use of an alternator instead of the usual dynamo. This a.c. generator is lighter and more compact than the normal d.c. dynamo, but its biggest virtue is that it charges the battery even when the engine is merely ticking over.

The four-speed, fully synchronised gearbox has a steering column control lever. Other features include disc brakes all round; red lights on the trailing edges of the front doors which come on automatically whenever the doors are opened; reclining front seats; easy maintenance; four headlamps; and a thermostatically controlled cooling fan. I found the steering and some of the other controls on the heavy side and did not like the position of the twist-and-pull handbrake lever under the dash. My test car seemed in need of adjustment to its twin-choke Weber carburetter, for it had two very irritating flat spots and seemed slow warming up. The right-hand drive version of this crisply styled Italian car has been available in Britain only since July, and I was glad to have an early opportunity to try it out.

A new anodised aluminium grille is one of the styling changes in the 1964 Vauxhall Victor range. The de luxe version (above) has black hub caps with the Vauxhall crest. The main change is to a larger engine

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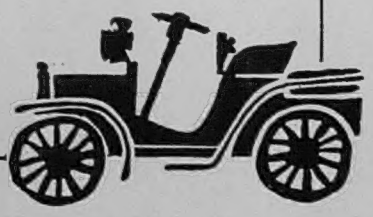

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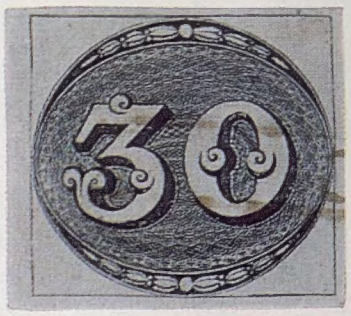

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